

# State Route 30

## **ENVIRONMENTAL IMPACT STATEMENT**

S.R. 23 to 1000 West

MARCH 13, 2017

LOCAL GOVERNMENT  
PRESENTATION 2



# Presentation Highlights

- SR 30 EIS Status update
- Results of Level 2 Screening
- Preliminary Alternative to be advanced for further EIS evaluation
- Current bicycle facility alternatives
- Possible local participation
- Next steps

# General Schedule Update

## COMPLETED

- EIS Notice of Intent – August 2016
- Public Meeting #1 – Scoping – September 28, 2016
- Purpose and Need – September – October 2016
- Stakeholder Working Group Meeting #1 – October 19, 2016
- **Study Alternatives – October – February 2017**
  - Stakeholder Working Group meeting #2 – January 10, 2017 – Level 1 screening
  - Local government presentation #1 – January 2017 – PN and Level 1 screening

## ONGOING / UPCOMING

- SR 30 / 1000 West Intersection Mtg – March 13, 2017 – Intersection design and ROW
- Stakeholder Working Group meeting #3 – March 13, 2017 – Level 2 screening
- Jt. City/County Council work session – March 13, 2017 – Level 2 screening results
- **EIS Technical Evaluation and Consultation**
  - Level 2 screening results / Preliminary preferred alternative discussion
  - Preliminary roadway concept design and alignment discussion
- **Draft EIS – Fall 2017**
  - Stakeholder Working Group meeting #4 – Draft Plan Recommendations
  - Local government presentation #2 – Draft Plan Recommendations
  - Public meeting #2 / Public Hearing
- **Final EIS / ROD – May 2018**

# Review: *Alternatives Screened in Level 1*

## **No-action alternative**

**Alternative 1:** Transportation systems management (TSM)

Transportation demand management (TDM)

**Alternative 2:** Off-corridor improvements

**Alternative 3:** Three-lane highway with safety improvements

**Alternative 4:** Four-lane highway with safety improvements

**Alternative 5:** Five-lane highway with safety improvements

**Alternative 6:** Combination of two thru five lanes w/safety improvements

**Alternative 7:** Reversible lanes with safety improvements

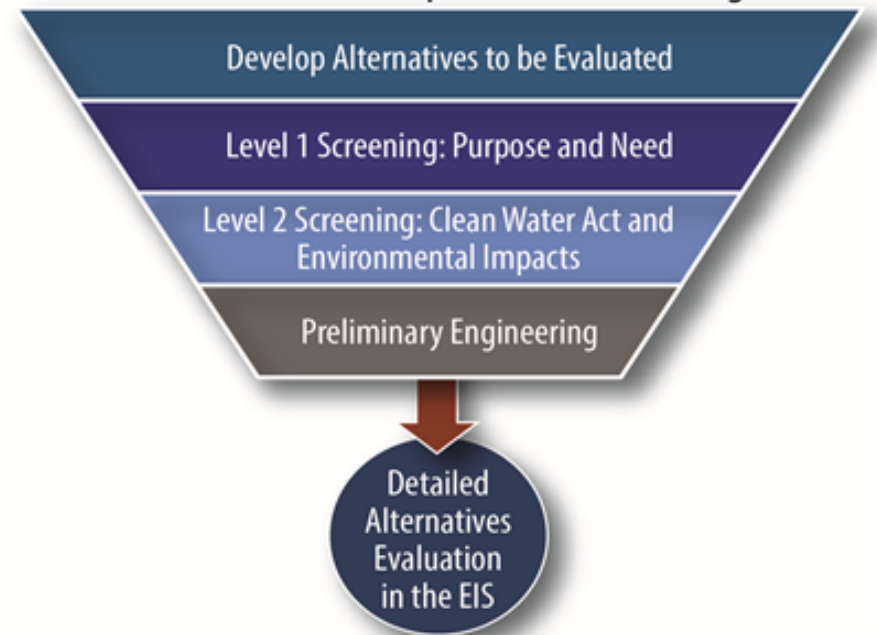
**Alternative 8:** Couplet / Bridge with safety improvements

# Review: *Alternatives Screening Method*

## • SCREENING CRITERIA

- Level I Screening
  - Purpose and Need
    - LOS goals
    - Safety / design issues
- Level 2 Screening
  - Environmental issues
  - Operational considerations
  - Safety conditions

S.R. 30 Alternatives-Development and Screening Process



# Alternatives Screened in Level 2

## Alternative 5

- Five-lane highway with safety improvements

## Alternative 6A, 6B, 6C, 6E

- Combination of two thru five lanes w/safety improvements

## Alternative 8

- Bridge Concept with safety improvements

# Level 2 Alternatives Details

## Alternatives Evaluated in the Screening Process – Level 2

### **Alternative 5** – *Five-lane highway with safety improvements \**

Alternative would provide two travel lanes in each direction plus center median/turn lane on S.R. 30 from S.R. 23 to 1000 West. Add shoulders and right-turn lanes to access points to improve safety.

### **Alternative 6** – *Combination of two through five lanes with safety improvements \**

Alternative would provide the minimum number of lanes to meet the project purpose and would include a combination of two, three, and four travel lanes. The alternative would include center median, shoulders, and left- and right-turn lanes to improve safety.

### **Alternative 8** – *Bridge Concept with safety improvements \**

Maintain current two-lane highway from S.R. 23 to 3200 West but add shoulders and turn lanes to improve safety. Add new two-lane highway on a bridge to avoid wetlands starting at about 3200 West across Cutler Marsh. Provide two travel lanes plus westbound passing lane from 3200 West to 1900 West. Provide five lanes from 1900 West to 1000 West. Add center median, shoulders, and turn lanes to improve safety.

# Alternative 6 Variations

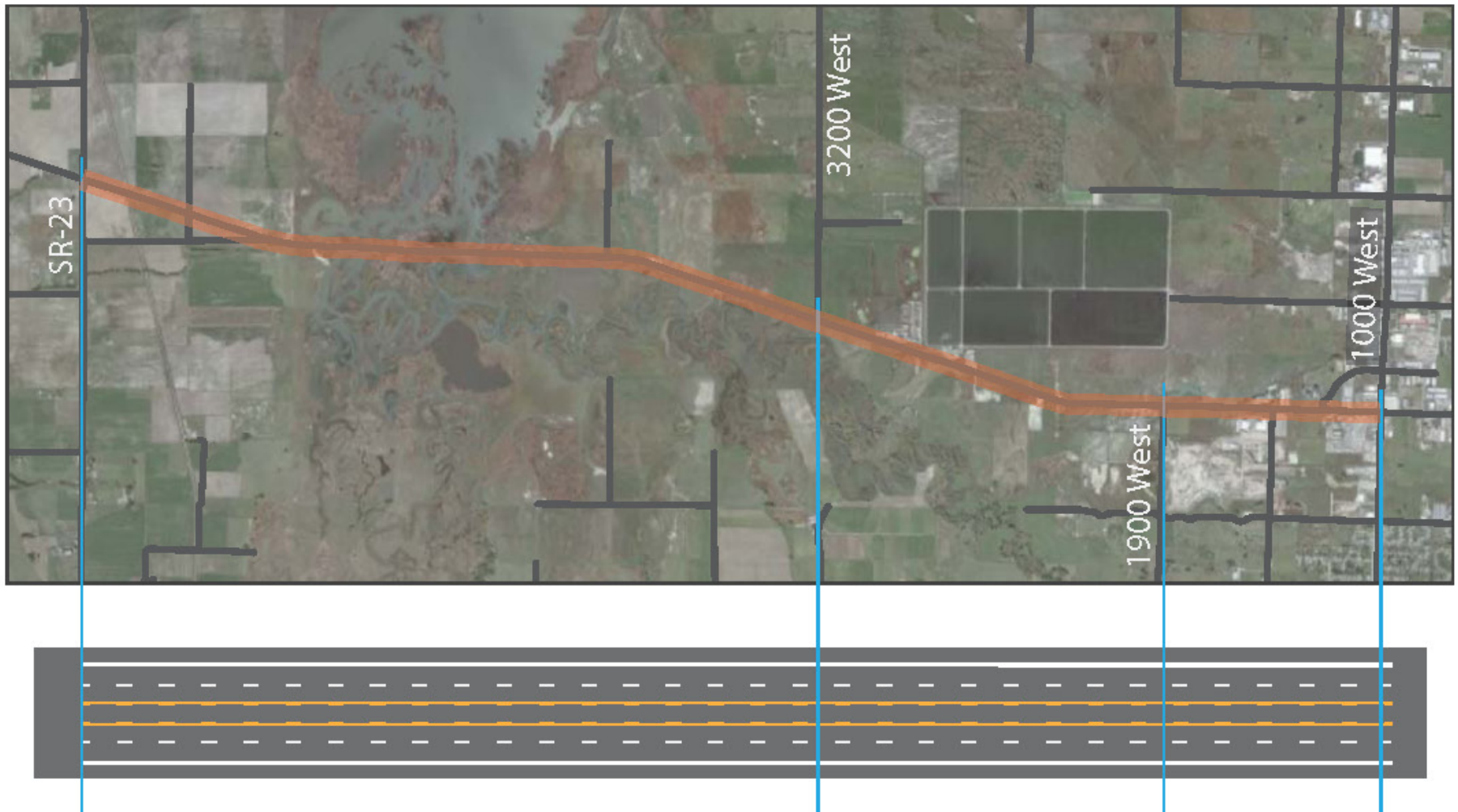
*(Screened in Level 2)*

Alternative 6 (Combination of Lanes) Options Evaluated in Level 2	
Alternative	Description
Alternative 6A	<ul style="list-style-type: none"><li>• Five lanes from 1000 West to 1900 West</li><li>• Westbound passing lane from 1900 West to milepost 106.5</li><li>• Westbound passing lane from mileposts 104.3 to 103</li><li>• Eastbound passing lane from milepost 103.3 to S.R. 23</li></ul>
Alternative 6B	<ul style="list-style-type: none"><li>• Five lanes from 1000 West to 1900 West</li><li>• Westbound passing lane from 1900 West to milepost 106.5</li><li>• Westbound passing lane from 3200 West to milepost 104.6</li><li>• Eastbound passing lane from milepost 103.3 to S.R. 23</li></ul>
Alternative 6C	<ul style="list-style-type: none"><li>• Five lanes from 1000 West to 1900 West</li><li>• Westbound passing lane from 1900 West to milepost 104.9</li><li>• Eastbound passing lane from milepost 103.3 to S.R. 23</li></ul>
Alternative 6E	<ul style="list-style-type: none"><li>• Five lanes from 1000 West to 1900 West</li><li>• Westbound passing lane from 1900 West to milepost 104.9</li><li>• Westbound passing lane from Cutler Marina to S.R. 23</li><li>• Eastbound passing lane from milepost 103.3 to S.R. 23</li></ul>

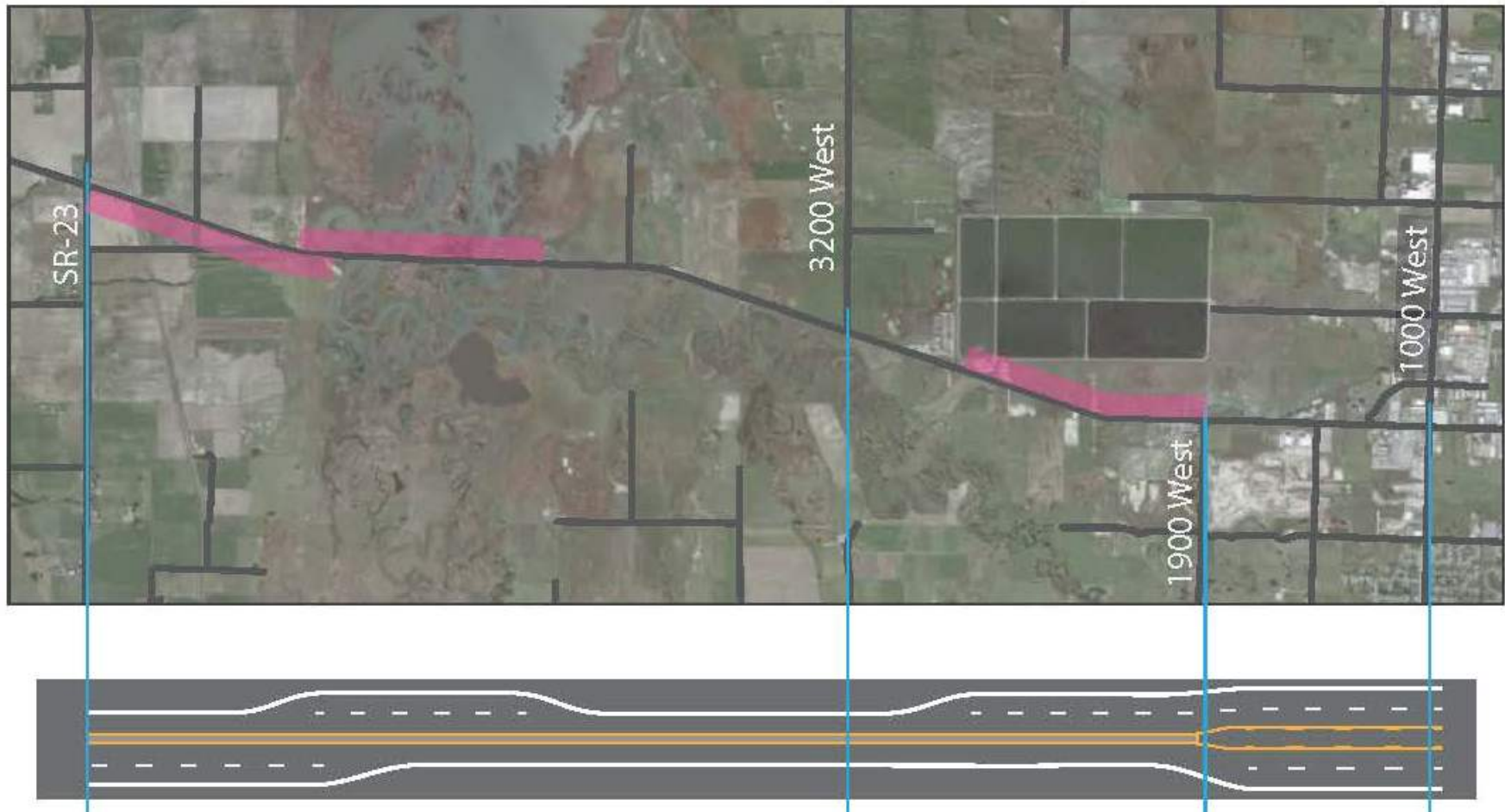


# Alternative 5

Alternative 5: 5-lane



# Alternative 6A

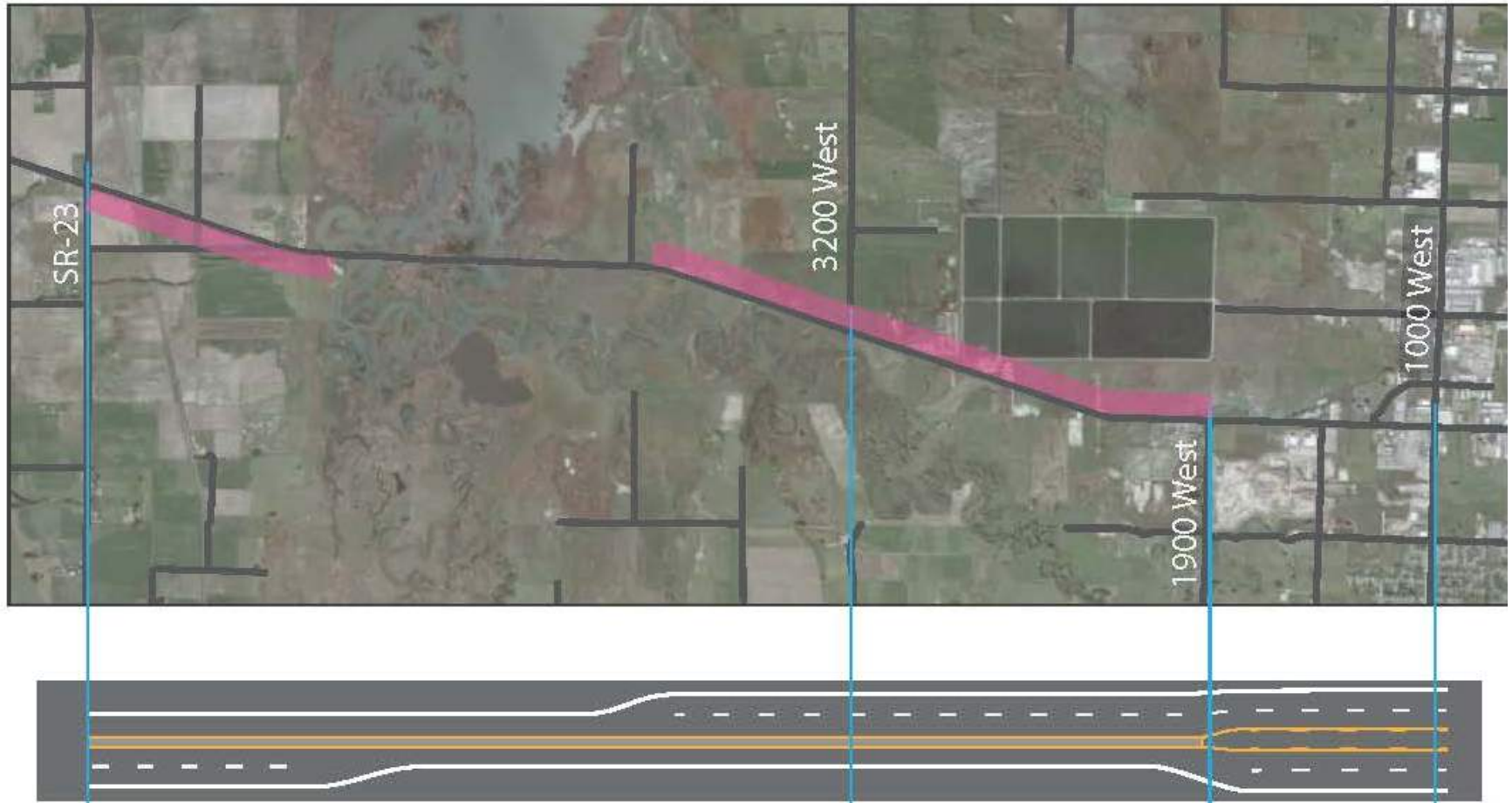


# Alternative 6B



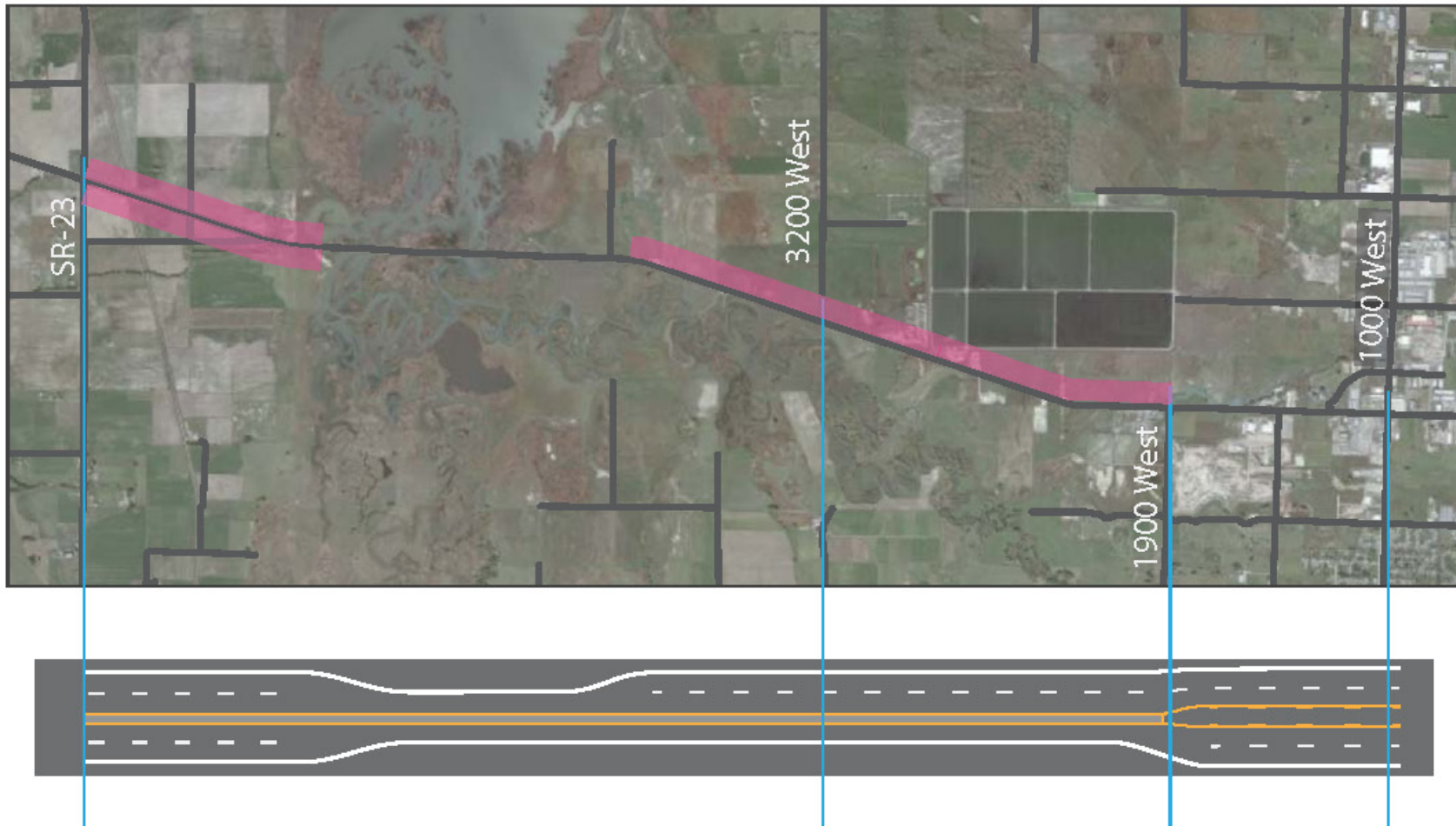


# Alternative 6C



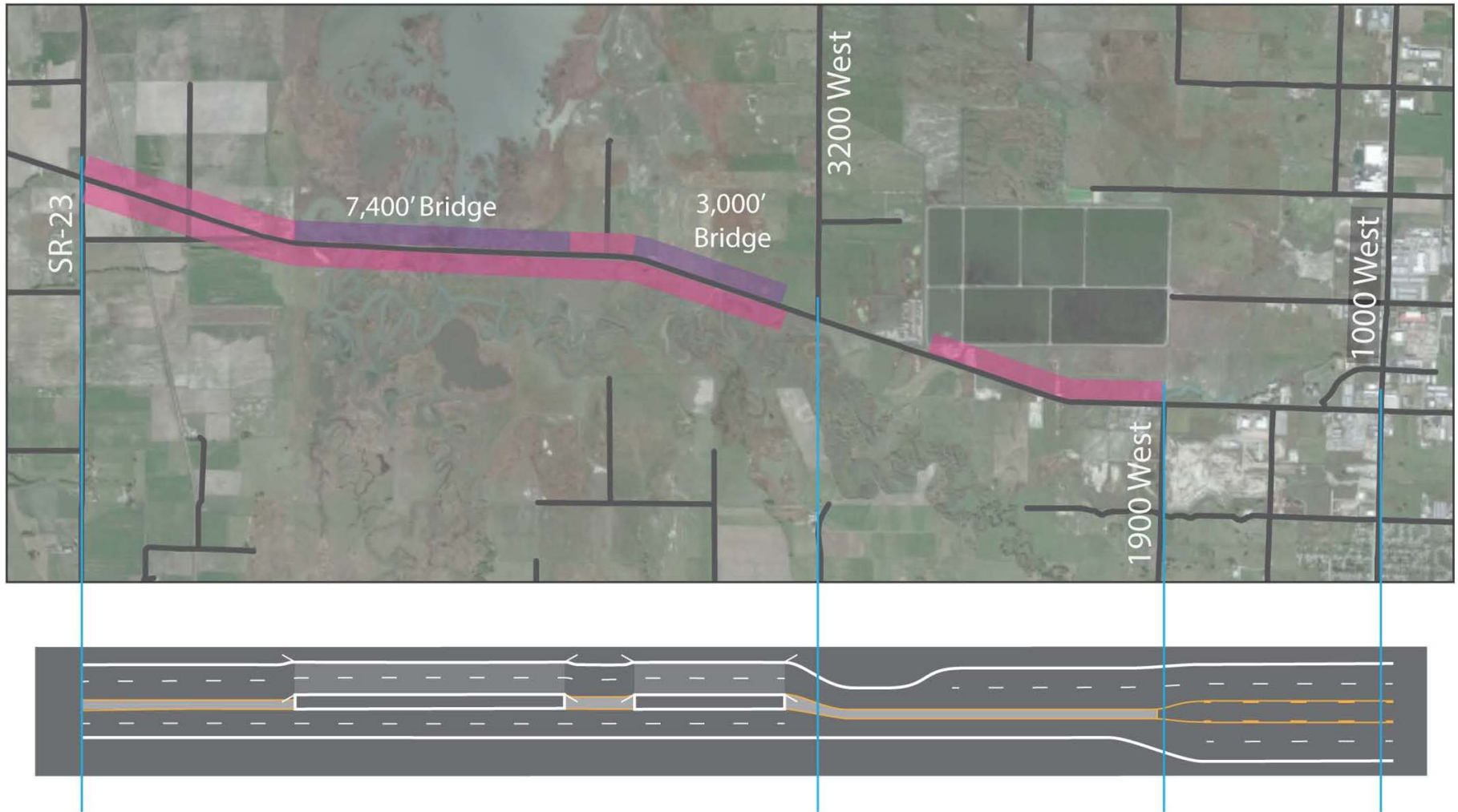
# Alternative 6E

Alternative 6E: Extended WB Passing Lane + WB Passing Lane after Wetlands



# Alternative 8

## Alternative 8: Bridge



# Level 2 Screening – Impacts

Criterion	Measure
Compatibility with local plans	<ul style="list-style-type: none"> <li>Alternative's consistency with local and regional land-use and transportation plans</li> </ul>
Provides trail connections	<ul style="list-style-type: none"> <li>Number of trails that would be connected</li> </ul>
Cost, technology, and logistics	<ul style="list-style-type: none"> <li>Estimated project cost (general)</li> <li>Constructibility given available technology</li> <li>Logistical considerations</li> </ul>
Impacts to natural resources	<ul style="list-style-type: none"> <li>Acres and types of wetlands and other waters of the United States affected</li> <li>Acres and types of sensitive habitat affected</li> <li>Acres of irrigated prime or unique farmland affected</li> <li>Acres of floodplain affected</li> </ul>
Impacts to the built environment	<ul style="list-style-type: none"> <li>Number and area of parks and trails affected</li> <li>Number of community facilities affected</li> <li>Number of potential property acquisitions including residential, business, and utility acquisitions</li> <li>Number of Section 4(f)/Section 6(f) uses</li> <li>Potential for impacts to low-income or minority populations (environmental justice populations)</li> <li>Number of cultural resources affected (for example, historic and archaeological resources)</li> </ul>



# Level 2 Screening Results

Table 8. Resource Impacts by S.R. 30 Action Alternative							
Impact Category	Unit	Alternative					
		5	6A	6B	6C	6E	8
<b>Natural Environment <sup>a</sup></b>							
Total wetlands	Acres	10.8	9.6	9.6	8.9	8.9	8.0
Wetlands	Acres	6.8	5.8	5.8	5.0	5.0	4.1
Wetland ditches	Acres	3.9	3.9	3.9	3.9	3.9	3.9
Open water	Acres	4.9	4.1	4.1	3.3	3.3	2.3
Potential sensitive habitat (ULT) <sup>b</sup>	Acres	2.5	1.7	1.7	1.0	1.0	0.6
Prime or unique farmland	Acres	11.7	9.3	9.3	9.3	9.8	8.8
Floodplains	Acres	24.7	21.2	21.2	20.0	20.0	17.0



# Level 2 Screening Results

**Table 8. Resource Impacts by S.R. 30 Action Alternative**

Impact Category	Unit	Alternative					
		5	6A	6B	6C	6E	8
<b>Built Environment <sup>a</sup></b>							
Compatible w/local plans	Yes/no	Yes	Yes	Yes	Yes	Yes	Yes
Recreation sites	Number	2	2	2	2	2	2
Agricultural canals	Linear feet	1,109	1,105	1,105	989	993	283
Community facilities	Number	0	0	0	0	0	0
Residential relocations	Number	1	1	1	1	1	1
Business relocations	Number	2	2	2	2	2	2
Section 4(f) properties	Number	7	7	7	7	7	7
Historic properties	Number	5	5	5	5	5	5
<b>Cost of Alternative in 2017</b>	Dollars (millions)	\$55.6	\$50.3	\$50.0	\$49.7	\$49.7	\$187.7

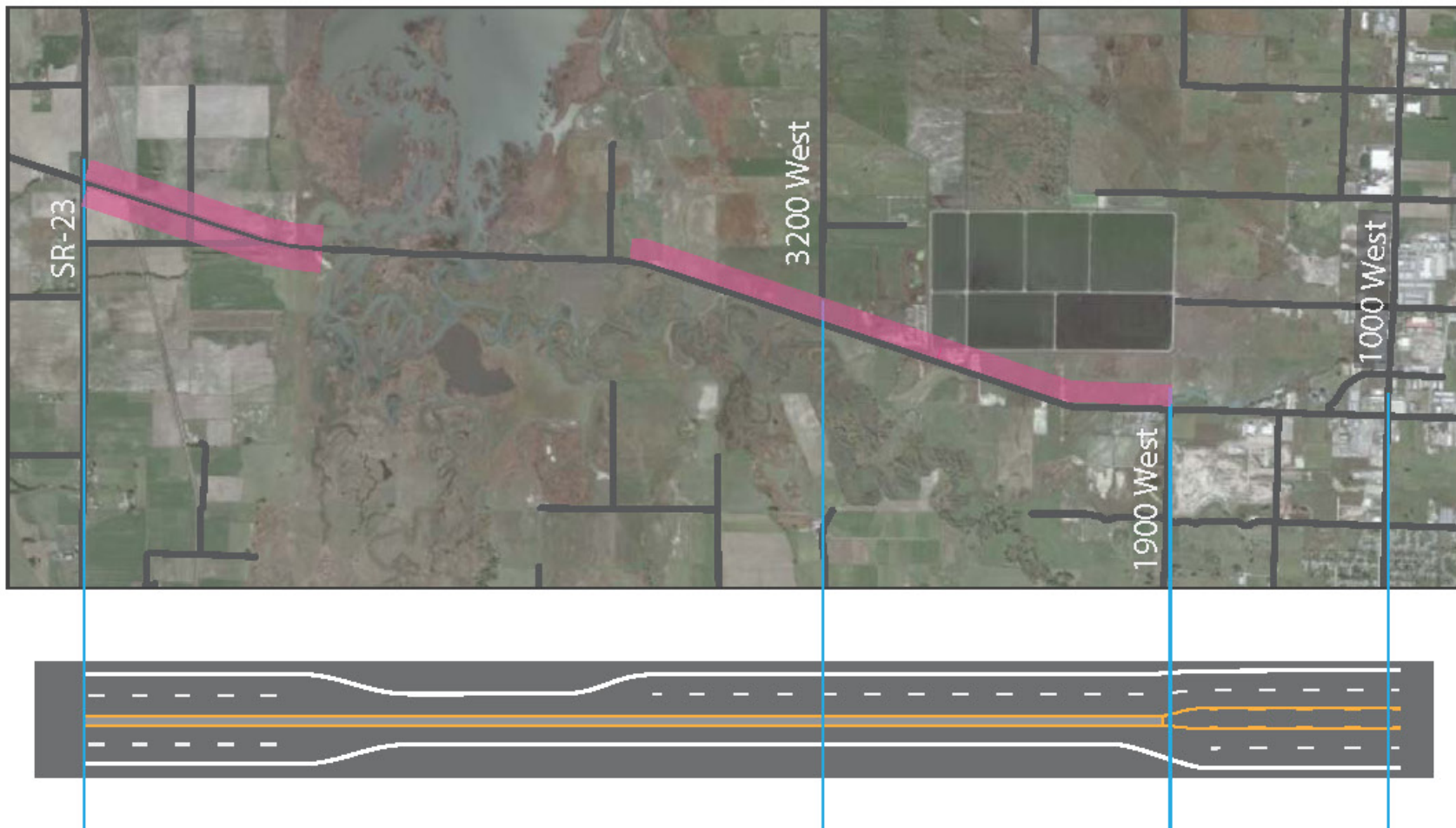
<sup>a</sup> The acreage or number of impacts is based on a screening-level design. The actual impacts could decrease or increase based on more-detailed design conducted for the alternatives that pass Level 2 screening.

<sup>b</sup> There were no observations of Ute ladies'-tresses (ULT; *Spiranthes diluvialis*) plants in the project area during the 2016 survey. One significant observation from the ULT survey was that seaside arrowgrass (*Triglochin maritima*), a plant species associated with known ULT populations, was absent from the project area. It is not likely the habitat supports ULT; however, ULT was included in this impact table as potential habitat.

<sup>c</sup> Cost is in 2017 dollars and does not include an estimate for right-of-way. Because there is only a 10 acre difference in total right-of-way between alternatives the cost would be similar between alternatives and would not change the comparative evaluation.

# Alternative(s) To be Advanced For Further Analysis in EIS

Alternative 6E: Extended WB Passing Lane + WB Passing Lane after Wetlands



# Why Alternative 6E

- All Alt 6 options impact less wetlands, prime farmland, open water, sensitive habitat and floodplain than Alt 5
- All Alt 6 options are lower cost than Alt 5 and Alt 8
- Alt 8 has less env. impacts, but is prone to icing, is less safe and is significantly more expensive
- Alt 6E, when compared to other Alt 6 options, has;
  - the least regulatory impacts
  - the best transportation performance
  - more travel lanes near SR 23
  - more consistent lane configuration throughout

# Concept Design; *Possible Bicycle Facility*

**When constrained;** wetlands, structures, etc.

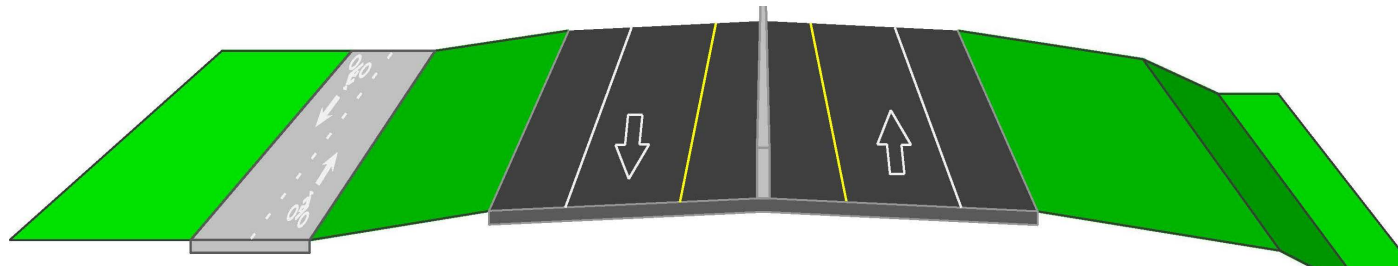
- May be constructed within the 30 ft. clear zone on the south side of SR 30

**When not constrained;**

- May be constructed outside the 30 ft. clear zone
- Contingent on partner participation for right of way

## **Funding and Maintenance**

- UDOT will work with local entities to obtain construction funding
- Local entities will be responsible for facility maintenance



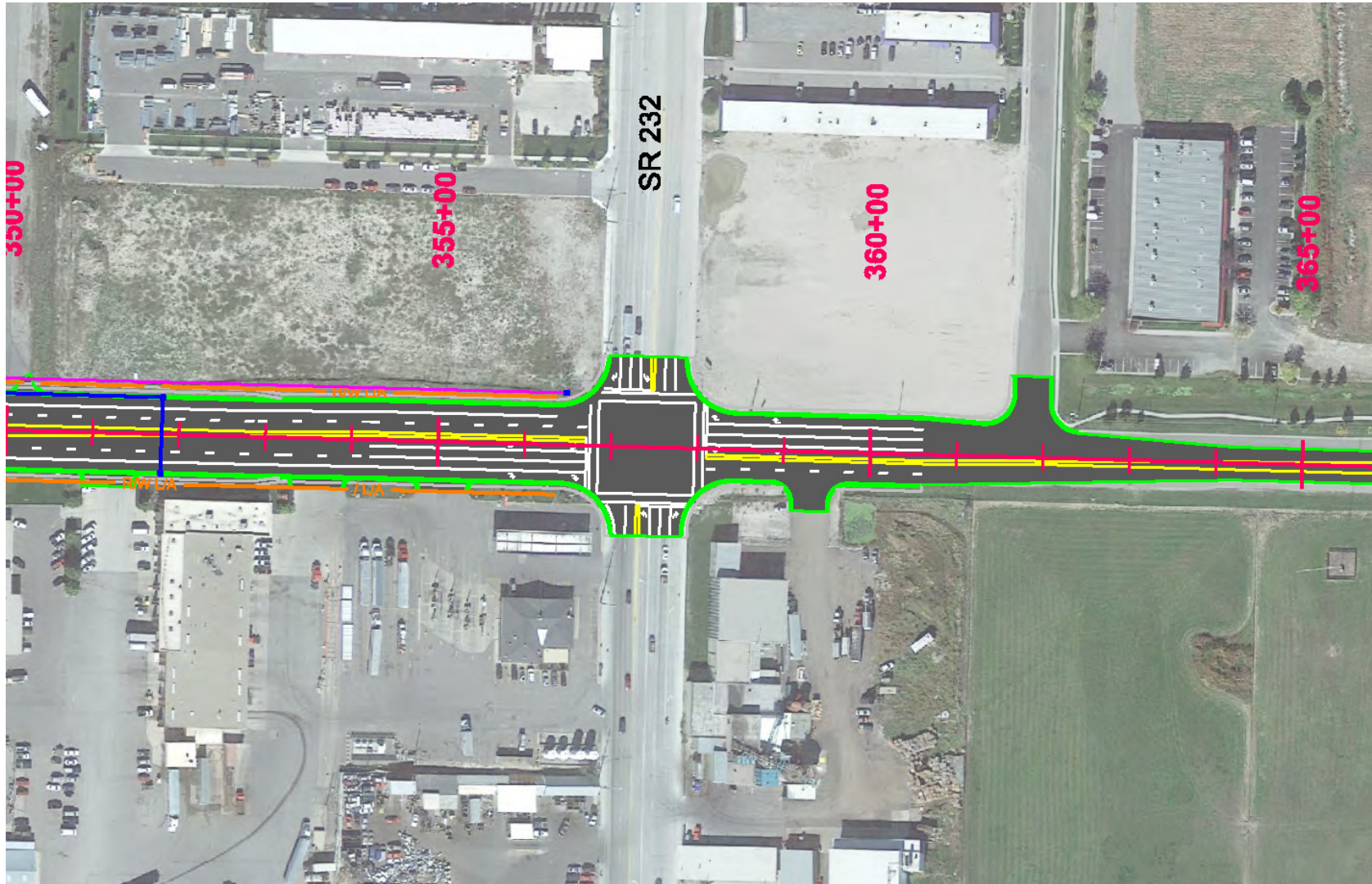
### *Bicycle Facility Note:*

- *If the separate bike/pedestrian alternative is selected, UDOT will work with Cache County and Logan City regarding funding the trail.*
- *All improvements to the highway will include a 12 foot shoulder that could also be used for bicycle use.*



# Updated SR 30 / 1000 W

## Concept - *Single left SR 30 EB to 1000 W NB*



# Next EIS Steps

## DETAILED ANALYSIS OF THE PROPOSED ALTERNATIVE(S)

- Agency consultation
- Additional assessment
- Additional design work
- Cost estimate refinement

### ***EIS Process Note: FHWA and UDOT MOU***

- *The environmental review, consultation, and other actions required by applicable Federal environmental laws for this action are being, or have been, carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.*

# Final Discussion / Next Steps

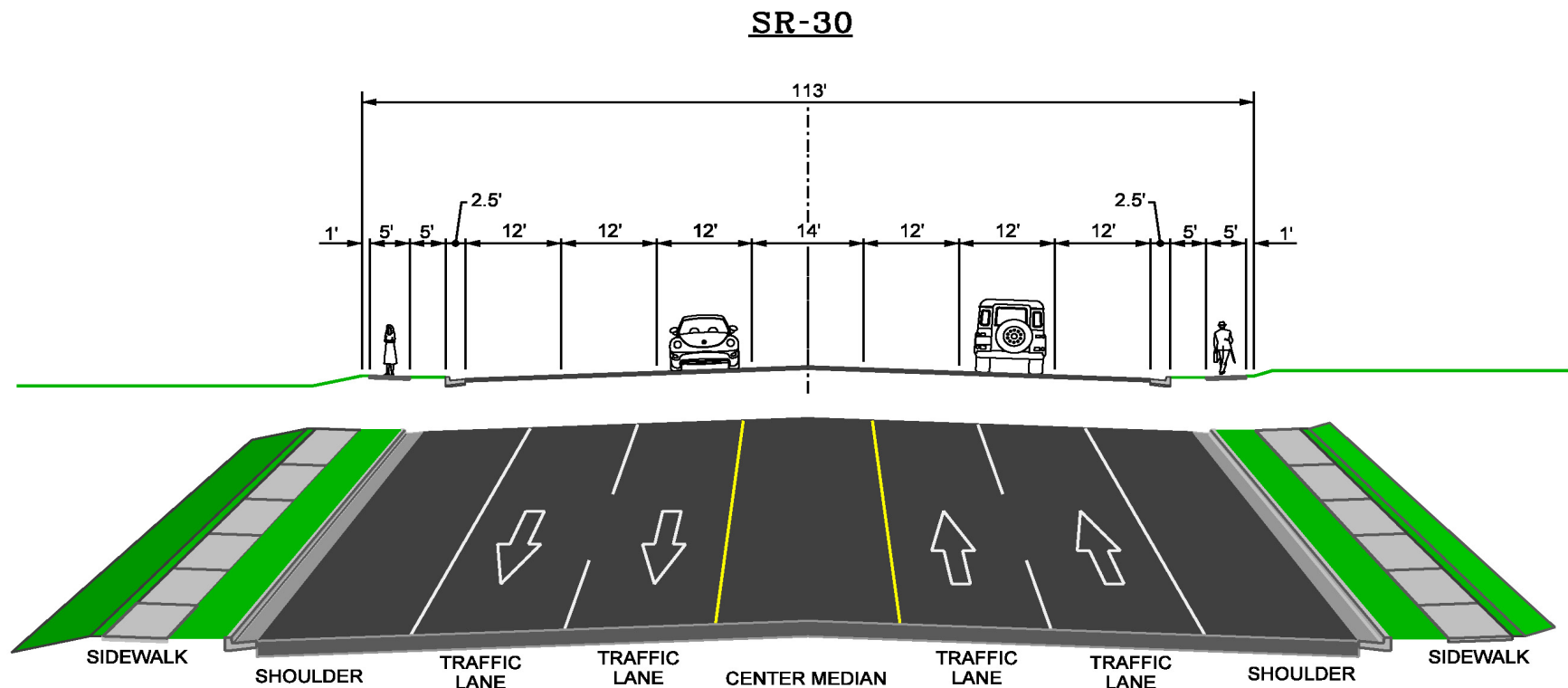
- **Remaining Comments / Related Issues**
- **Next Steps**
  - Jt. City/County Work Session – March 13
  - Agency Consultation
  - Detailed alternative evaluation
  - SWG Meeting #4; Fall 2017 – draft EIS
  - Local Govt presentation 3 – Fall 2017 – draft EIS
  - Public Open House #2 – Fall 2017 – draft EIS
- **Additional Input**
  - Phone: (435) 554-1136
  - Email: [SR30study@utah.gov](mailto:SR30study@utah.gov)
- **Additional Information**
  - Website: [udot.utah.gov/SR30study](http://udot.utah.gov/SR30study)
  - See current Newsletter

If needed slides...



# Current Preliminary 5 Lane Urban Roadway Cross Section

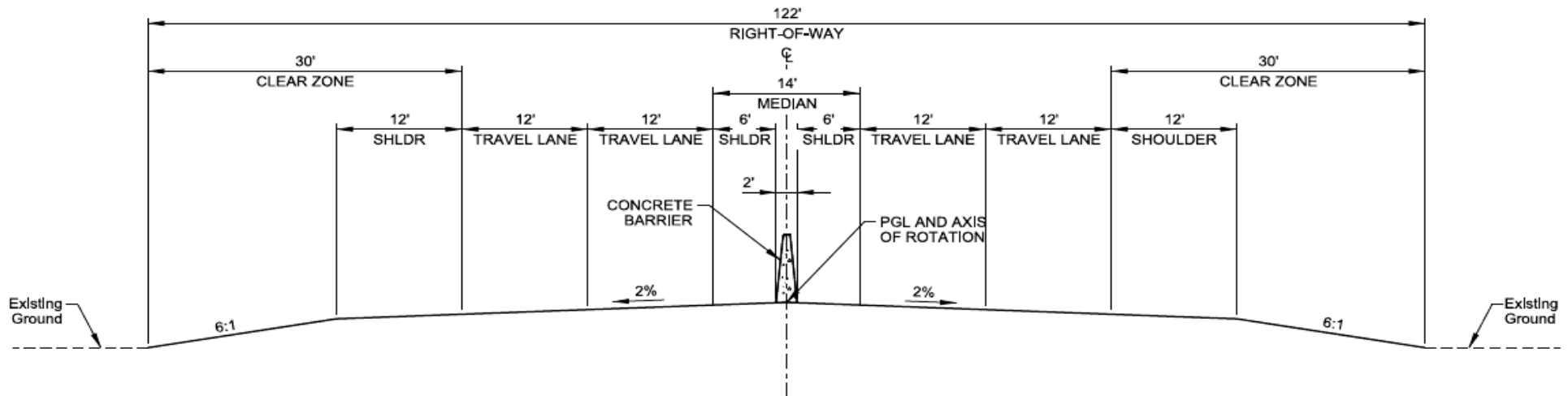
- 113 ft. (1900 W to 1000 W) – *no change since last presentation*



5 LANE URBAN SEGMENT

# Current Preliminary Rural Roadway Cross Section – (SR 23 to 1900 W)

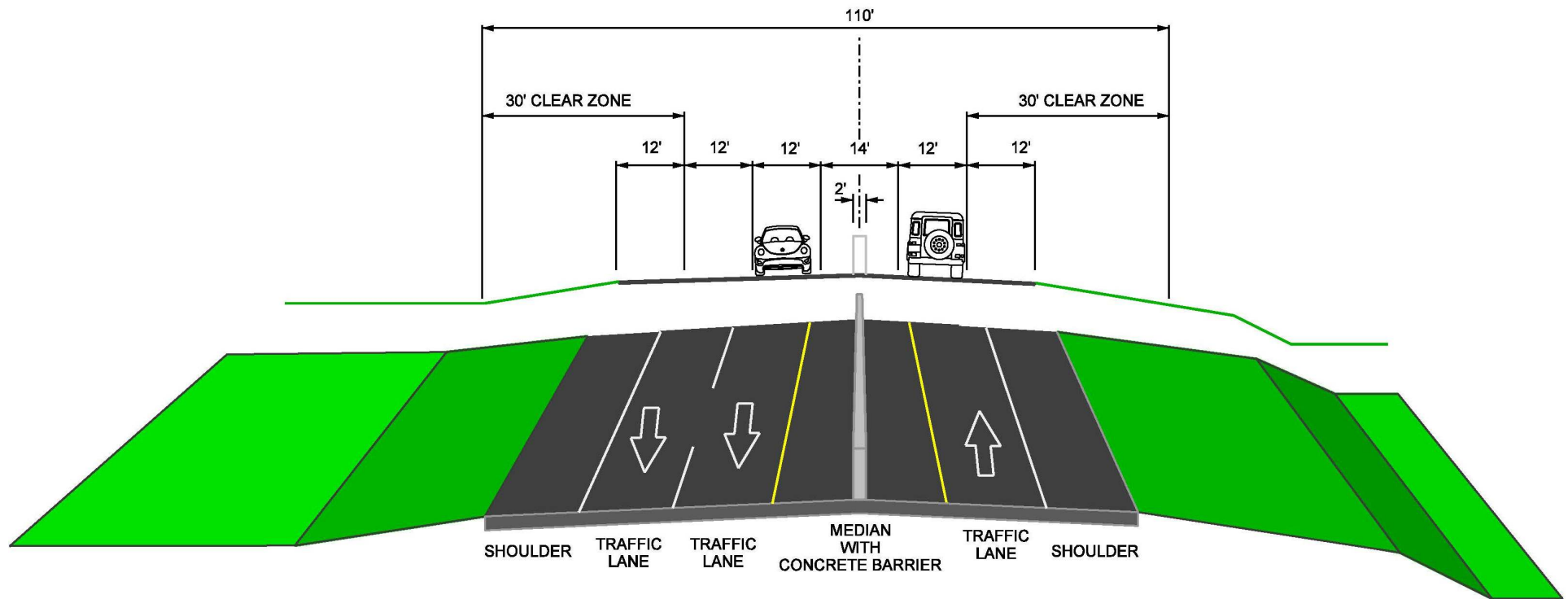
- Five lane – 122 ft.
- Three lane – 110 ft.
- Two lane – 98 ft. – *no change since last presentation*



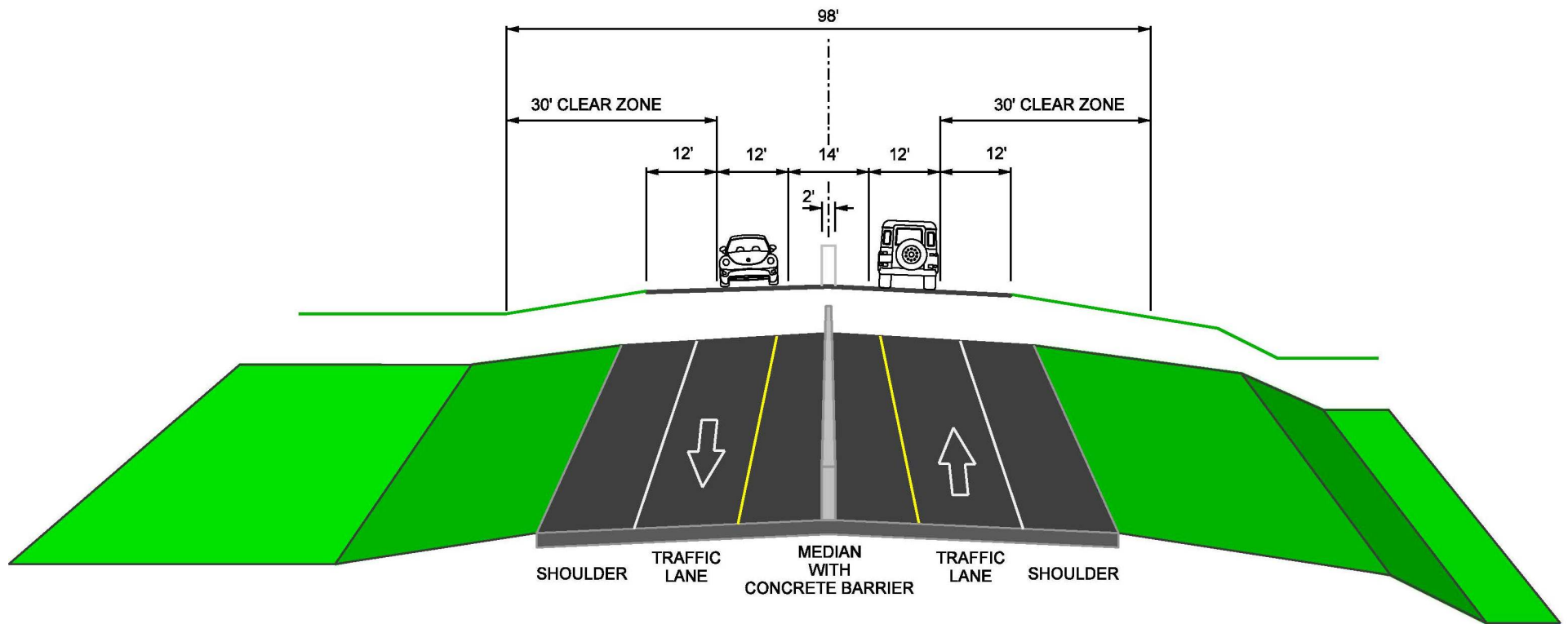
## TYPICAL SECTION 2

SR-30  
RURAL ARTERIAL  
DESIGN SPEED 65 MPH  
CLEAR ZONE 30 FT

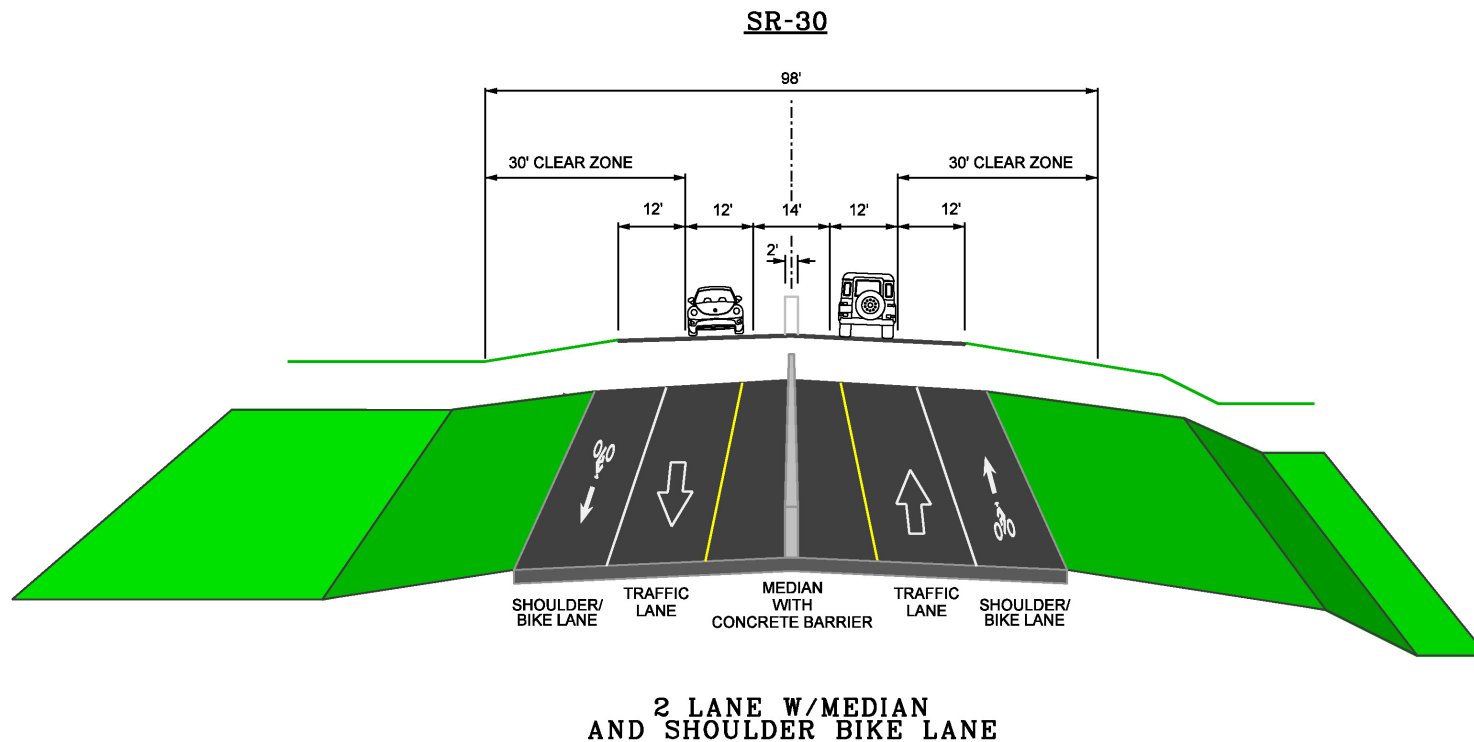
# Rural 3 Lane Cross Section



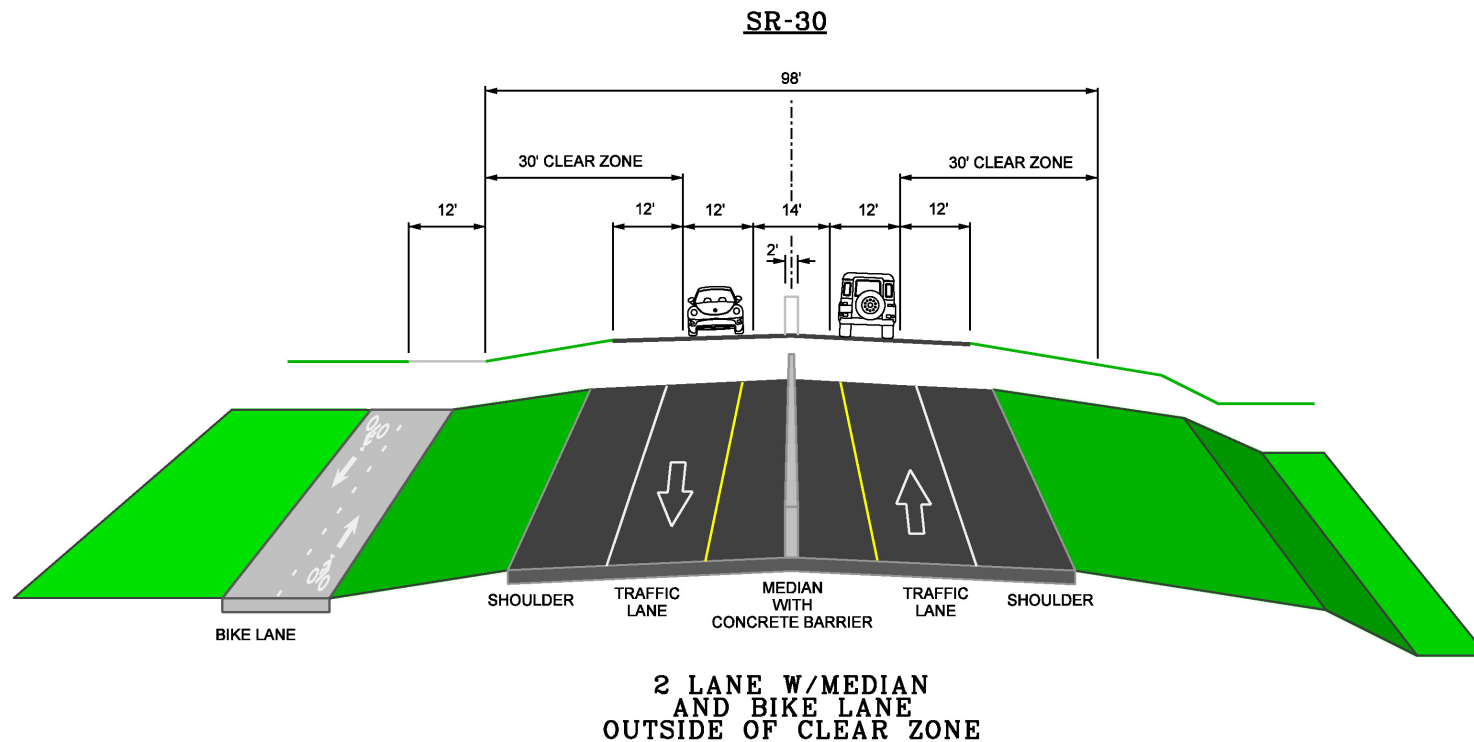
# Rural 2 Lane Cross Section



# 2 Lane Cross Section w/ Median *with Shoulder Bike Lane*

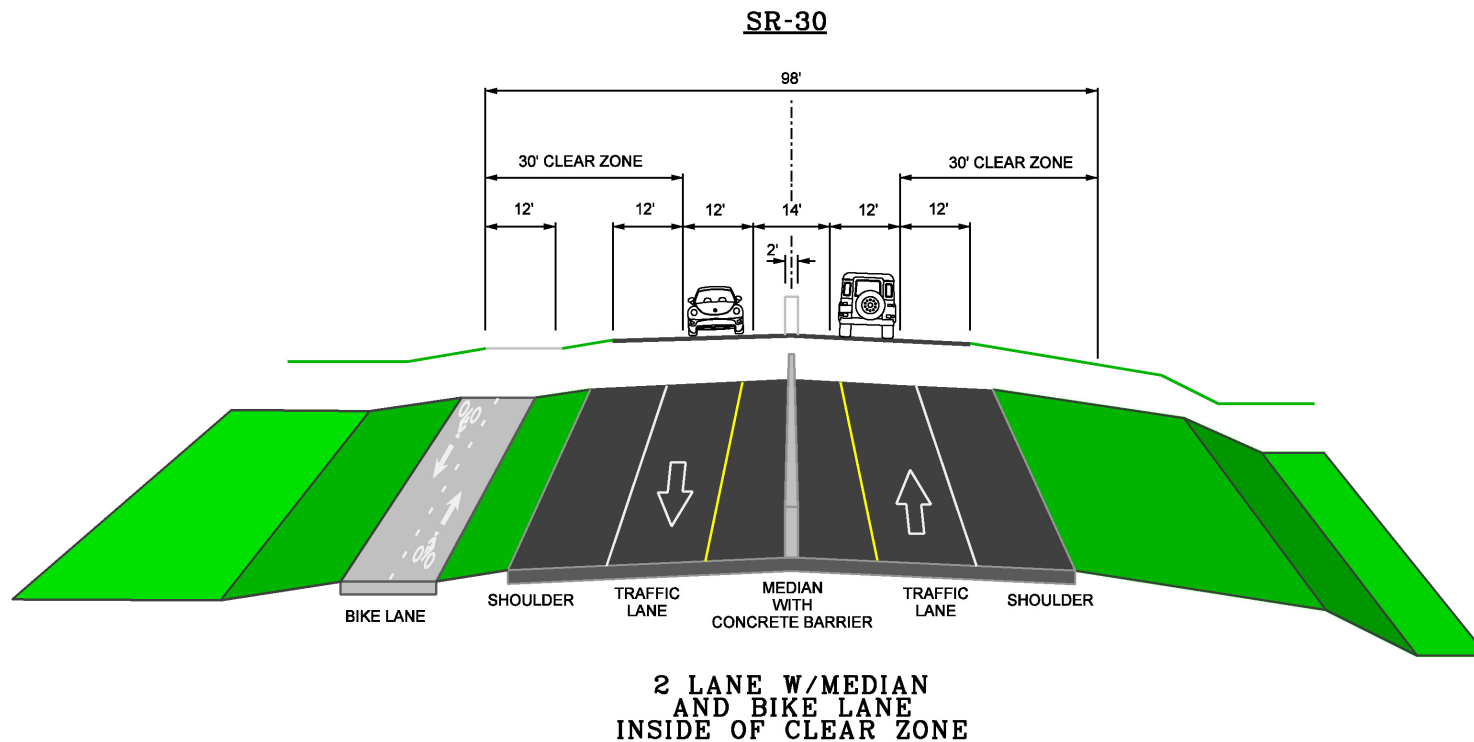


# 2 Lane Cross Section w/Median *with Bike Lane outside of Clear Zone*



# 2 Lane Cross Section w/Median

*with Bike Lane inside Clear Zone*



# Alternatives Details

Table 1. Alternatives Evaluated in the Screening Process – Level 1

Alternative	Description
<b>No-Action Alternative</b>	Under this alternative, no improvements would be made to S.R. 30 from S.R. 23 to 1000 West except for routine maintenance. Projects identified in the Cache Metropolitan Planning Organization's (CMPO) regional transportation plan except for the S.R. 30 Project are assumed to have been constructed as part of the No-Action Alternative.
<b>Alternative 1 – Transportation Systems Management (TSM)/ Transportation Demand Management (TDM)</b>	Maintain current two-lane highway but add shoulders and left- and right-turn lanes to improve safety. Provide a center median from 1000 West to 1900 West.
<b>Alternative 2 – Off-Corridor Improvements</b>	Add capacity on either Mendon Road/600 South (south of S.R. 30) or 3000 North/Airport Road (north of S.R. 30) to alleviate congestion on S.R. 30. Safety improvements would still be made on S.R. 30 from S.R. 23 to 1000 West and would include shoulders and left- and right-turn lanes.
<b>Alternative 3 – Three-lane highway with safety improvements</b>	Add passing lanes to the existing two-lane highway to have a continuous three-lane roadway from S.R. 23 to 1000 West. Add center median, shoulders, and left- and right-turn lanes to improve safety.
<b>Alternative 4 – Four-lane highway with safety improvements</b>	Alternative would provide two travel lanes in each direction on S.R. 30 from S.R. 23 to 1000 West. Add shoulders and left- and right-turn lanes to improve safety. This alternative does not include a center median.
<b>Alternative 5 – Five-lane highway with safety improvements *</b>	Alternative would provide two travel lanes in each direction plus center median/turn lane on S.R. 30 from S.R. 23 to 1000 West. Add shoulders and right-turn lanes to access points to improve safety.
<b>Alternative 6 – Combination of two through five lanes with safety improvements *</b>	Alternative would provide the minimum number of lanes to meet the project purpose and would include a combination of two, three, and four travel lanes. The alternative would include center median, shoulders, and left- and right-turn lanes to improve safety.
<b>Alternative 7 – Reversible lanes with safety improvements</b>	Three travel lanes and reverse the travel direction on one lane during the AM and PM peak periods from S.R. 23 to 1900 West. Provide two lanes plus median from 1900 West to 1400 West and five lanes from 1400 West to 1000 West. Add center median, shoulders, and turn lanes to improve safety.
<b>Alternative 8 – Couplet / Bridge with safety improvements *</b>	Maintain current two-lane highway from S.R. 23 to 3200 West but add shoulders and turn lanes to improve safety. Add new two-lane highway on a bridge to avoid wetlands starting at about 3200 West across Cutler Marsh. Provide two travel lanes plus westbound passing lane from 3200 West to 1900 West. Provide five lanes from 1900 West to 1000 West. Add center median, shoulders, and turn lanes to improve safety.

\* Red highlight designates alternatives to be advanced for Level 2 screening



# SR 30 / SR 23 Intersection Concept Design

NO NEW INFORMATION SINCE LAST MEETING

# Updated Roadway Alignments

- Alignment shifts
- General right of way impacts
- NO UPDATES

# Updated SR 30 / 1000 W Concept - *Single left SR 30 EB to 1000 W NB*

